1	2	3	4	5
3.	MESCO Airlines	22.3.1996	Capt. of Airlines exercised the priviledges of his licence after the expiry of his medical fitness certificate.	Licence of the Capt. was suspended for one month.
4.	MESCO Airlines	6.4.1996	A helicopter of the airline carried out leaflet dropping in violation of instruction	Action initiated against the operator.
5.	Skyline NEPC	9.9.1996	B-737 aircraft of the airline made a wrong approach for Tambaram while landing at Madras Airport.	Licence of the Capt. was suspended for 6 months.
6.	Skyline NEPC	28.11.96	An engineer of the airline released the flight without proper inspection of the landing gear. Consequently, the aircraft made emergency landing.	AME of the official was suspended.
7.	India International Airways	28.11.96	An engineer who was not authorised, certified the inspection of a Dornier aircraft.	AME licence of the official was suspended for 6 months.

New aviation policy

284. DR. JAGANNATH MISHRA:
SHRI AMAR SINGH:
SHRIMATI JAYANTI PATNAIK:
PROF. RAM KAPSE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have a proposal to adopt new aviation policy;

(b) if so, the salient features thereof;

(c) the date by when the new aviation policy is going to be adopted;

(d) how much foreign capital is expected to reach the domestic air travel as a result thereof; and

(e) the steps taken in that direction?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) The salient features of the recently approved policy on domestic air transport services are given in the Statement (*See* below).

(c) the policy is effective from 24th January 1997.

(d) and (e) The modalities for permitting foreign equity and NRI equity participation in domestic air transport services sector are under formulation.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follows:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial

soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.

2. Choice of the aircraft type and size should be left to the operator.

3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aircraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.

4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.

5. In the distribution of this predetermined capacity for induction, while preference will be given to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.

6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guidelines, all scheduled operators are required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep 10% of their capacity deployed on the specified trunk routes.

Upgradation of the Srinagar airport

285.DR. KARAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the long standing decision to upgrade the Srinagar airport into an international airport will be implemented;

(b) whether the Jammu runway will be extended in order to receive larger planes; and

(c) if so, what is the probable date for completion of these two projects?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Srinagar Airport belongs to Defence authorities. For upgrading Srinagar Airport to international standards, the matter is under examination in consultation with Ministry of Defence.

(b) and (c) Yes, Sir. Runway at Jammu airport is planned to be extended to 7500' to cater to AB-320 class of aircraft without load penalty. The land requirement has been projected to the State Government. After the land is made available to AAI, the project will be taken up.

Demand of direct flight from Bhavnagar-Bhuj or Jamnagar to Delhi

286. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the people of Kutch and Saurashtra region of Gujarat are demanding a direct flight either from Bhavnagar-Bhuj or Jamnagar to Delhi for quite a long period;

(b) if so, the details thereof;

(c) whether it is a fact that Bhavnagar is an airbus base station;

(d) the details of the action taken so far by the Indian Airlines or any other ATO's in this regard; and

(e) by when the flights are likely to become operational, if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM):